

540.915
29 JUN 2005

Rec'd PCT/PTO

(12) INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(19) World Intellectual Property
Organization
International Bureau



(43) International Publication Date
22 July 2004 (22.07.2004)

PCT

(10) International Publication Number
WO 2004/061277 A1

(51) International Patent Classification⁷: F01M 13/04

(21) International Application Number:
PCT/SE2003/002078

(22) International Filing Date:
29 December 2003 (29.12.2003)

(25) Filing Language: Swedish

(26) Publication Language: English

(30) Priority Data:
0300004-9 2 January 2003 (02.01.2003) SE

(81) Designated States (*national*): AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG, BR, BW, BY, BZ, CA, CH, CN, CO, CR, CU, CZ, DE, DK, DM, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ, NI, NO, NZ, OM, PG, PH, PL, PT, RO, RU, SC, SD, SE, SG, SK, SL, SY, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, YU, ZA, ZM, ZW.

(84) Designated States (*regional*): ARIPO patent (BW, GH, GM, KE, LS, MW, MZ, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HU, IE, IT, LU, MC, NL, PT, RO, SE, SI, SK, TR), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

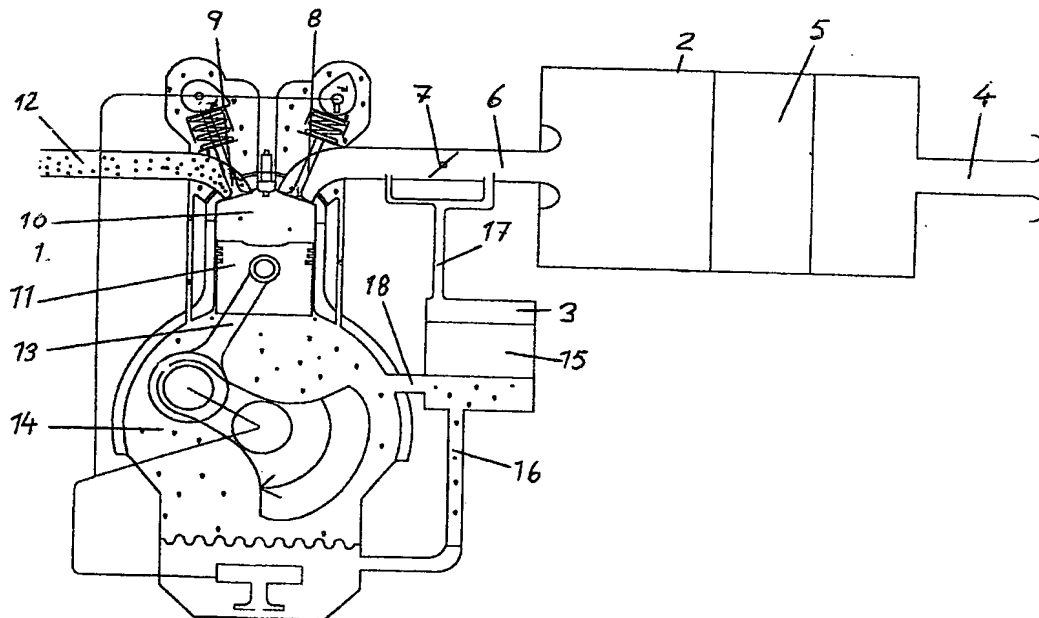
(71) Applicant and
(72) Inventor: KARLSSON, Karl-Gunnar [SE/SE]; Öm Västra Backgården 2, S-541 36 Skövde (SE).

Published:
— with international search report

(74) Agent: LAUTMANN, Kurt; Kurt Lautmanns Patentbyrå AB, Box 245, S-691 25 Karlskoga (SE).

For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

(54) Title: DEVICE FOR AN INTERNAL COMBUSTION ENGINE



(57) Abstract: In an internal combustion engine, the contaminated air in the crankcase causes problems. As a rule, the air is led into the engine's inlet manifold. This can disrupt the smooth running of the engine. The present invention eliminates the problem by having a filter connected to the crankcase. The contaminated air from the crankcase has to pass through this filter, where it is freed of its contaminants.

WO 2004/061277 A1